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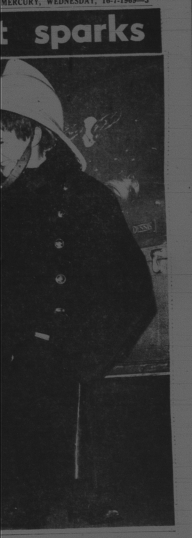

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The Mercury
Hobart: July 16, 1969

Municipal finance

THE president of the Municipal Association (Mr Carins, M.L.C.) has warned that higher interest rates for loans will eventually mean higher rates in municipalities.

This is taking the long view because interest charges would have to grow spectacularly before they alone caused a rise in rates. But they are a factor to be considered in councils' constant struggle to balance rates and services, a struggle in which circumstances are defeating councils and ratepayers are constantly having to meet higher and higher rates.

• This question of municipal finance is perennial, but it is becoming more serious year by year. It is no longer good enough to say that if the people of a municipality want better services they must pay for them. Modern standards are rising and what was a luxury a comparatively few years ago is a necessity for normal living today.

And in such matters as water supplies and sewerage the State Government steps in by insisting on minimum health standards which demand more expensive and elaborate works than would have been thought necessary 30 years ago. Maintenance of roads, too, is going beyond the means of councils with increasing traffic. Over the years the State has been forced to take greater responsibility for them, but councils still have more than enough to attend to.

There is a limit to what ratepayers can, or should be expected to provide for general community amenities and services, but neither Commonwealth nor State governments are willing to do anything to give relief.

The simplest way to meet the situation would be for municipalities to share in income tax reimbursements on a per capita basis. The Commonwealth should make available all or part of what, by some quirk of the Treasury mind, it is pleased to term the 2½ pc levy on income tax.

Kenya facing danger

NOT much doubt remains that Mr Tom Mboya, the Minister for Economic Development in Kenya, was the victim of a political murder. Whatever the results of current investigations it seems almost certain that the stability of Kenya must be sadly shaken, if not shattered.

Mboya was perhaps the most outstanding of the younger politicians in Africa and he had enough vision to break away from the trend — too common in Africa — for party affiliation to coincide with tribal loyalties. In fact, he symbolised the breakaway from this tendency. He was the only Luo in a Ministry dominated by the Kikuyu tribe.

It has been suggested that Mboya was killed by the Kikuyu because they could not accept the likelihood that he would succeed the aging Jomo Kenyatta as President. It has also been surmised that he was assassinated by a leftist section of the Luos because he was strongly anti-Communist and had unceremoniously discarded tribal loyalty. Still another theory is that the murder was instigated by Red China as part of a plan to stir up unrest in the new African States.

Kenya has unexpectedly been an area of comparative stability in Africa in the few years of its independence, despite the hatreds stirred up by the Mau Mau terrorist campaign before its birth. Whites have been accepted fully into the community, although the same tolerance has not been exercised towards Asians who have been and still are being hounded.

The murder has deeply stirred the emotions of the Luo tribe which is second only to the Kikuyu in numbers. It would be a

Jeff on ready for blast-off

"HIS COUNT-DOWN IS PROCEEDING SMOOTHLY ... !"

• On the eve of the take-off for the moon, the Apollo 11 pilot, Michael Collins, tells an interviewer

I don't think I'll go down in history

PEOPLE ask me how I feel about going down in history. I don't really think I'll go down in history. That may be more for Neil Armstrong and Buzz Aldrin, the two guys who walk on the lunar surface.

Michael Collins in his space suit. He is 38 and an Air Force lieutenant-colonel.

If I had my rathers, I don't know whether I would like a spell as of secretary or not. My feeling is that it is sort of the joy of being anonymous. It places a lot of restraint on your life if you're somebody like Lindbergh. I'm not sure there are enough good aspects to balance that.

You'd like to experience the excitement and pressure of another flight and really wanted it. But if you found that the answer was no, it would be too bad.

My wife is happy about the flight because that's what I want to do. I think she'd really like to see the thing over and done with. "Let's do it and get it out of the way" — that's her attitude.

Our three kids — Kate, 16; Ann, 7; and Mike, 6 — are too young to appreciate things much. When I told them Frank Borman, Jim Lovell and Bill Anders were circling the moon last Christmas, Mike wanted to know who was driving. The fact that people were off that far meant little to him. Kate is old enough to understand and I'll have to explain things, but it's not "oh-that's-great-what-else-is-new?" kind of thing.

Practising

Neil and Buzz had an awful lot to learn before flight time. In fact, there remains a certain measure remaining versus things to be learned yet.

As far as my own personal how-goes-it, I was in pretty decent shape for this flight. I had a hundred and some odd hours in the simulator, but I put in about 300 more.

Practising to rendezvous with the lunar module after it leaves the moon was the big area. A normal rendezvous takes 2½ hours, so you're lucky if you spend all day in the simulator and get two rendezvous done.

The **emphasis has been on command module rescue in the event something goes wrong after they lift, off the lunar surface.**

There's a training plan written somewhere, and it calls for 200 hours in the command module simulator, but I don't think anybody has flown to date with that little time. For example, about 400 hours in John Young got about 400 hours in the simulator.

Machine brain

I'll try to give you an idea of what I'll be doing from the time Neil and Buzz leave the ship, home from the moon.

We lift off at 9.32 am (EDT) on July 16. Then we spend some two hours and 45 minutes in earth-orbit checking everything that you need to have working before you commit to the burn.

The burn that sends us there is made by the engine on the SM (Service Module). There's not much you can do about that dude. **Its brain — the computer — has stored all the information to make the burn, so you just sit and twiddle your thumbs until it's done.**

The burn lasts about 135 seconds, it's before the fast and say, "Hey, are you really going to do it properly?" You can monitor it before the burn to see that it's going through the sequencing steps.

Once the engine lights, you can make sure it's driving right on the pipe and not napping off. You can abort it off if you don't like the way it's looking.

But from a navigational viewpoint you're really along for the ride until it's finished its burn. The situation is much the same when we use the engine on the spacecraft to make course corrections between the earth and moon. Four midcourse corrections are scheduled, and we'll make them if we can. Apollo 8 and 9 will only need one or two.

Corrections

Before these corrections are made we use a sextant to sight on the stars and check our position with the ground tracking radars.

This information goes to earth and the ground computers will then send up course corrections and send the data to the onboard computer which fires the engine.

If you lose contact with earth you have this capability on board. Lovell made a sighting on the moon and figured he was going to and coming from the moon on Apollo 8. On 11 we're making two batches of sightings on the way out if everything works right. If the radio fail then we'll do a bit more.

Another navigation aid with earth and celestial is sure certain points. We had reached a certain point in some 30 hours out. If your radio breaks at 30 hours, you go all the way around the moon rather than come to come.

It's not an easy thing to come back around the moon, so far. You can do it, but you burn nearly all your fuel. So if you don't have any problem that's time critical, like leaking oxygen, it's simpler to swing around the moon and come back.

Right angle

Once we're in lunar orbit, I keep Neil and Buzz get into the lunar module (LM). I have to get an that-can-run-and-it-is-time connecting the two vehicles. Then the docking tunnel hatch and the door.

When they get into the LM, I close up everything behind them, and get ready to separate the vehicles. This is done by firing small rockets on the command module.

After separation I have to keep the right attitude to hold the rendezvous radar pointed in the correct position. Neil and Buzz have the rendezvous radar, but I've got the title, but that answers when it radios back for me to keep the command module pointed in the right angle to the moon, the transponder on them.

At the same time I have to keep in another attitude for communications with earth and another attitude to point the navigation telescope at the LM.

We have all these attitudes

Collins met his wife, Joan, at an Air Force base in

Complacent about crime

LETTERS TO THE EDITOR

IT is truly amazing that people seem to be so complacent about the steep increase in crime of all descriptions.

Still more amazing is that Mr Bentham has not been inundated with letters from responsible and anxious parents of students and, in particular, young girls. This is the only explanation I can think of for the massive lethargy which seems to stamp out crime.

One recalls in horror at the bestiality of the crime reported in your columns on July 10 which occurred in Victoria. No-one can know of it and read other stories of a young girl victim for the rest of her days.

I wonder how much thought has been given to that horror of young girls here — perhaps that I think it could happen to them.

Why is it that one well known person taking up the cudgels on behalf of the poor "misguided" criminals.

Why is it that it is always the criminal who gets the consideration? That sort does want the rehabilitation, but in the past the time that people spend picking up pampering the criminal. What real deterrent is a year or two at a soft, easy going gaol.

What petty consideration have these cowardly animals ever shown to their victims of assault and rape? It time some to know that there would be soundly whipped for crimes of assault and rape, such crimes would abate.

Please correct me if I am wrong when I say the crime has received greatly in New Zealand since the days of the cane.

It is to be hoped that Mr Bingham will also devise some sort whereby a hoodlum who sets fire to numbers of timeless and valuable will repay or replace full property stolen or damaged.

— REALIST.

Kingston Beach.

Civic square site

REGARDING the latest proposal of the Hobart Marine Board for a high rise building it would be ethical to summarise the position of the council.

In all plans and models prepared by the council of the new square, the site of the proposed new high rise building was specifically designated as open space. When the Marine Board's plans were first submitted to the council it intended to erect a high rise building on the site of the then Town Planning Commission and the council's officers pointed out that such a building would negate the principle of the civic square. As a compromise the board agreed to set the building back 40 feet with a view to see-through between the square and the Derwent.

The board has now retained this undertaking, and no less visibility problem is planned.

The Marine Board is a semi-autonomous responsible to the Crown. The proposed building is not, therefore, subject to control by the part area rates and under the jurisdiction of the board. The only control over the proposed construction exercised by the council is to ensure that it complies with the building regulations.

It is surprising that Mr G. A. Baker has corresponded with the council and has been pressing the council to disallow the proposed construction. He does not like with the council but with the Marine Board.

Mr Baker is having the Battery Point Progress Association announce its opposition, and is entering a protest to the Government. It is not necessary to be an expert town planner to know that the erection of high rise buildings adjacent to any open space destroys its amenity.

The erection of the proposed building adjacent to one of the most scenic harbours in the world would be tragic.

BRUCE O'CONNOR,
Acting Chairman, Town Planning Committee.
Hobart.

Ferry suggestion causes concern

MANY Bellerive-Howrah people are astonished, and gravely concerned, to read that the Premier (Mr Bethune) is enthusiastic about having feeder buses to a ferry operating between Bellerive and Hobart.

Mr Bethune must be unaware that a few years ago two public meetings, with record attendances, were held in Bellerive to protest against the curtailment of a direct bus service to Hobart in favour of ferry travel. Many ferry-party outbursts were heard and joined in an overwhelming vote against them, asking for direct bus services to Hobart which had existed for many years.

The Indian railway system is chronically plagued by passengers who ride without tickets, and pull the alarm chain just before a station to avoid paying.

A relief train carrying doctors and medicines sped to the accident scene about 25 miles north of Cuttack immediately after word of the accident was received.

Railway officials said the guard's van and three rear coaches of the passenger train were completely wrecked, and the guard was killed.

The word "juggernaut" originates from the huge wooden chariot in which the idol of Lord Jagannath is taken out in procession through the streets of Puri.

Once on the move, the idol is very difficult to stop and many devotees have perished over the years by falling before the great wooden wheels.

Puri festival

Most of those aboard the train were pilgrims bound for Puri, about 50 miles south of Cuttack, for the festival. Crowds celebrating the today of the Hindu God Jagannath ("Lord of the World").

The festival also draws great numbers of foreign tourists to Puri, which is a favourite holiday spot because of its sun-drenched beaches along the Bay of Bengal. — AAP-Reuter.

Strike at airport to go on

SYDNEY. — About 1,200 Qantas ground staff at Sydney airport yesterday voted to continue their strike indefinitely.

The strike, involving about 1,200 workers from the 27 unions, began last Thursday over claims for a new $136 raise in over-award payments.

Qantas planes are being serviced by executives and staff labour.

A resolution to continue the strike was carried on a show of hands during a meeting at the Qantas hangar block of land near the airport.

Qantas notified the Commonwealth Conciliation and Arbitration Commission of the strike on Monday and a hearing will probably begin today.

A union delegate said that union officials had been refused a conference with Qantas management on the ground that they were to Qantas building staff had been locked to keep the union out.

He also made allegations of victimisation by Qantas.

"At an outstation in New Guinea, Qantas officials threatened to raise the names of strikers if they refused to return to work," he said.

The meeting was told that the union would be supported by aircraft engineers interstate and in New Guinea, who were refusing to service Qantas planes.

A Qantas spokesman said the strike was having only a slight effect on airline services.

Out of 12 Qantas and Commonwealth Airline departures from Sydney yesterday, only two suffered minor delays of less than two hours. — AAP.

Australians accused of drug traffic

LONDON. — Former Sydney policeman Brian John Daly, 28, of Rhyde, Sydney, and Richard Harrison, 25, of Bondi Beach, Sydney, were remanded until July 21 when they appeared in Bow Street Magistrates' Court here yesterday.

They are wanted in the US on drug smuggling charges, and US authorities are seeking their extradition.

Mr Graham Mark, for the US officials, said the proceedings would be ready to proceed on July 21.

Daly and Ryan were arrested in London more than a month ago.

They were granted bail in the US in January, 1967, and disappeared shortly after. — AAP.

Scallop areas confusion

THE statutory rules defining areas for the taking of scallops are, to say the least, very confusing.

It would appear that in one part of the order the taking of scallops is prohibited in the vicinity of D'Entrecasteaux Channel, but in another the taking of scallops from that same area is not permitted.

The enters which control fishing as a necessary part of plantagement must be clear and precise, easily read and understood, and there must be any confusion.

It is obvious that should the scallop fishery recover, particularly in the Channel area, a new system of management must be applied. Should this recovery take place, consideration of methods of factoring to shallow watershal recover the level of mortality.

Regulations often appear in general numbers and it is well nigh impossible to follow every area. It may all be necessary, but surely there could be some way of pressing a button and the information being sent to the computer, which would then give the answer by where the lunar module is in case they have to come back prematurely.

They are due to land on the moon's surface about 3.20 pm (EDT) on July 20, and remain there about 21½ hours.

While they are on the surface, there are navigational chores that I perform to refine our knowledge of where the LM really is.

What you're most worried about is the starting time for the rendezvous when the LM starts up. We have computations to know the location of the LM relative to the command module.

Make a burn

During the course of its stay on the moon, the LM gets out of its descent orbit, due to the moon's motion.

But at the instant it lifts off you want to have it in the same orbital plane. To do that I have to make a burn and bring the command module directly over the landing site.

Then the navigation and the plane change burn. I have a little housekeeping to keep the spacecraft running — changing carbon dioxide eliminators, setting cabin pressure, and taking to the people on the ground.

Million ifs and buts

I also have to be prepared for an aborted moon landing or an early liftoff. There's a million ifs, ands, and buts, depending on why you have to come back and when you decide to come back. Usually my job will be to make a couple of burns to get them on the way home. If I don't, and something happens, they still down the descent engine and fire the ascent engine. Then I've got to find out what orbit they're in and go get them.

There's a remote possibility that they could get into a pickle that I couldn't get to rescue them on the moon. But that's **the sort of thing ground control would decide, and me.**

In most emergencies they keep manoeuvring until they get into the same position they would have been in had the normal sequence been followed.

Then they circularise this orbit at a certain distance. After they get coordinated, they bounce back to a coast. It takes two burns to get back on the right trajectory for the earth.

When we see the friendly blue planet again, we're about

Prize time

Common Mar open to UK so

BRUSSELS. — Britain went in conference on European integ opened here yesterday, hoping proof that there are no obstacles to her joining t Market.

Leading politicians and Agricul (Ca) ministers are meeting in this community capital, exp to make a decision on the ac membership of the United Kingdom, Europe's prosperous grouping, founded by the Frenchman Jean Monnet.

The committee, grouping representatives of the six Common Market members and Britain, is expected to approve declaration calling on the Six to open negotiations with Britain and the four applicants, and to state their willingness to open negotiations.

The British Foreign Secretary (Mr Michael Stewart) said on his arrival from London that he received the meeting hoped to overcome remaining difficulties standing in the way of Britain entering the Common Market.

New policy

The meeting is the committee's first since General Gaulle, who twice vetoed early British membership, resigned more than two months ago.

It will enable leading European politicians to assess chances of the new policy of the head of the French President Georges Pompidou's statement that he has no objection in principle.

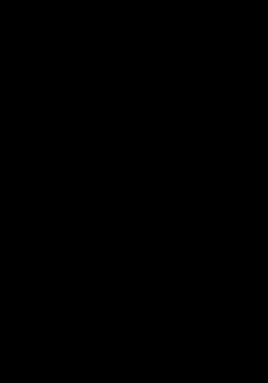
Common Market Agricultural Ministers meanwhile were meeting in separate three-day meeting to settle a number of long-term prize fixing for beef.

The Ministers faced with a commodity butter surplus of around 200,000 tons, have fallen well behind schedule in their efforts to reach agreement.

Early hopes that the current season would be the last of high world's first international symposium on organ transplantation.

Dr Barnard was accompanied by his brother, Dr Marius Barnard, and by Mr Peter Smith, one of his patients, who is among

Shared a chat



Here's a great DINNER SUIT Value at the NEW SHAWL COLLAR
ES-LEES

Heart pioneer in Madrid symposium

MADRID. — Dr Christian Barnard, South African heart transplant pioneer, arrived here yesterday to participate in the world's first international symposium on organ transplantation.

Dr Barnard was accompanied by his brother, Dr Marius Barnard, and by Mr Peter Smith, one of his patients, who is among

TODAY'S TEXT